





### Today's Advertisements.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS OF TWENTY PER CENT. upon CONTRIBUTIONS for the year 1895 has this day been DECLARED. WARRANTS will be issued on the 11th proximo.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, 25th April, 1896. [726]

### NOTICE.

IN conformity with Number IV of the General Regulations of the Pilotage Service of the Port of Canton a COMPETITIVE EXAMINATION will be shortly held at the HARBOUR MASTER'S OFFICE in CANTON, to fill a VACANCY which has occurred in the number of Pilots.

Only those who have served an Apprenticeship are eligible for appointment.

Three persons of Competing must send in their Names to the HARBOUR MASTER not later than the 2nd May.

A. IFFLAND, Harbour Master, Custom House, Canton, 24th April, 1896. [724]

### FOR SALE.

A RELIABLE TIME-KEEPER NEW STYLE

CLOCKS!

CLOCKS!!

CLOCKS!!!

MADE IN JAPAN.

MOST accurate in style, MOST correct in time and MOST economical.

THE MITSUI BUSSAN KAISHA, No. 8, Queen's Road Central, Hongkong, 25th April, 1896. [744]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"HOIHOW," Captain Sales, will be despatched on MONDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th April, 1896. [727]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Steamship

"SUNGKIANG," Captain C. B. N. Dodd, will be despatched on MONDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th April, 1896. [706]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANTZEK.)

THE Company's Steamship.

"TEUCER," Captain Riley, will be despatched as above on MONDAY, the 27th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th April, 1896. [728]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"WUHU," Captain Vaughan, will be despatched on WEDNESDAY, the 29th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th April, 1896. [719]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BERCONSHIRE," Captain Peckles, will be despatched as above on or about MONDAY, the 4th May.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 25th April, 1896. [730]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent, Hongkong, 25th April, 1896. [1]

### Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

### AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager, Hongkong, 1st May, 1896. [437]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE AND SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD., THE HONGKONG DISPENSARY, Hongkong, 10th January, 1896. [1]

### GREAT BRITAIN IN SOUTH AFRICA.

Mr. Chamberlain in a speech, said that Great Britain must be paramount in South Africa, and that she will resist at all risks and at all costs any foreign interference. It was not intended, unless an unexpected emergency arose, to send a large British force to South Africa, as the Colonists would resent the imposition that they were unable to take care of themselves in the presence of a native rising.

(From El Diario de Madrid.)

MADRID, April 17th.

The official returns of the elections for Members of the Cortes, just verified, is as follows:

Liberal Conservatives.....300  
Disunionists.....8  
Radicals.....102  
Catholics.....1  
Original Carlist.....1

### LOCAL AND GENERAL.

FIFTEEN cases of plague to-day.

The Russian cruisers *Rurik* (10,933 tons) and *Dmitri Donskoi* (5,800 tons) have arrived at Nagasaki from Singapore.

The Canton Insurance Company, Limited, to-day declared a bonus of 20 per cent upon contributions for 1895. Warrants will be issued on the 11th prox.

The lecture of His Excellency the Governor before the Old Volume on "Irish Wit and Humour," will be given on Monday, the 27th inst., at 5.15 p.m.

OUR Shanghai morning contemporary is informed that the Japanese Government has advised its nationals to stop all industrial operations in China for the present.

HERR VON BRANDT, ex-German Minister to China, etc., accompanied by Mrs. von Brandt and Baron von Gott, arrived at Shanghai on the 19th instant from Tientsin.

BARON von Seckendorff, the able and popular German Consul at Tientsin, accompanied by the Baroness Seckendorff, arrived at Shanghai from the north on the 19th, en route for Europe.

The Mission steam-launch *Day Spring* will call alongside any vessel holding the answering pennant, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

SIR CLAUDE and Lady MacDonald arrived at Tientsin on the morning of the 16th instant and were received with great cordiality by both the British and Foreign residents. The Chinese Authorities also welcomed the new Minister.

MR. AND MRS. DREYER, accompanied by their two daughters, arrived at Shanghai from Tientsin on the 21st instant. Mr. Dreyer is going home on furlough after a long and successful term of office at Tientsin as Commissioner of Customs.

A COMPETITIVE examination will shortly be held at the office of the Harbour Master at Canton to fill a vacancy that has occurred in the list of pilots. These desirous of competing must send in their names to the aforesaid Harbour Master not later than the 2nd proximo. *Vide* advt.

MEMBERS are reminded that this evening a smoking concert will be held in the Gymnasium of the Victoria Recreation Club, during which Mr. E. D. Sanders, the very popular and zealous Hon. Secretary, who is leaving the Colony, will be presented with a souvenir from the members.

A COMPANION (Mr. Gustav Kogel) of Messrs Thormer and Stipp, the pedestrian globe-trotters mentioned in our last issue, arrived recently in Shanghai and has been interviewed by the *China Gazette*. It appears that the journey was undertaken for a bet of \$10,000 gold and they have to arrive in San Francisco by the 3rd of June in order to have completed with the terms of their wager.

In a private note, which is published by the *North China Daily News*, dated Chinkiang, 18th inst., Mr. W. N. Ferguson, one of the victims of the outrage at Taichang, says: "The official from Taichang sent two men to-day to see how we all were, and especially to enquire about my hand. He is very much frightened, or appears to be, at least. The Consul here has taken the matter up and says he will press it. He has both the Catholic and the Protestant German papers please copy."

### The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 25, 1896.

### TELEGRAMS.

### REUTER'S MESSAGES.

OUR FICKLE NEIGHBOURS AGAIN! London, April 23rd.

The Bourgeois' Cabinet has resigned, and a Presidential crisis is possible.

THE COST OF THE NILE EXPEDITION AND THE MATABELE AFFAIR.

Sir Michael Hicks Beach speaking in the House of Commons said that the Government had not made provision for any great military expenditure; but that the Chamberlain Government would pay for the Matabele Affair and the Nile Expedition was purely an Egyptian one. It was possible, however, that Great Britain might incur a small charge. The Government was determined not to repeat the folly of 1894 in the Sudan.

### MATABELELAND.

The telegraph service to Bulawayo is interrupted. [The Queen of Kordis is dead.]

### THE SUDAN.

Certain Dignitaries are demoralized by recent losses.

THE *China Gazette* reports that the owners of the Norwegian steamer *Normandy*, which ran down and nearly cut the steamer *Peking* in two, have sent in a claim for the damage done to the *Normandy*.

MAJOR MORRISON announced, after the inspection of the Shanghai Volunteer Corps on the 18th instant, his intention of severing his connection with the S.V.C., owing to his departure from the Model Settlement.

A NEW cotton-seed oil factory is being built by four Japanese, Messrs Shirakawa, Nait, Orihara and Arakawa, in Hongkong, Shanghai. This, says the *Gazette*, is the first purely Japanese factory started in Shanghai.

A COOLIE employed by the Sanitary Board in disinfecting work was to-day convicted of stealing a gold watch, valued at \$50, from a house he was cleaning in Kowloon, and sentenced to six months' imprisonment by Comdr. Hastings. The watch had been buried, but was found by a detective.

THE *China Gazette* learns that the U.S. Government has decided to abolish the American Consulate at Ningpo, which will be reduced to the rank of a Consular Agency managed from Shanghai. New Consulates will be opened at Chefoo and Chungking and it is believed that Mr. Fowler, who has been Consul at Ningpo for many years, will in all probability be transferred to Chefoo.

THE versatile Willards are reported to be doing excellent business at Shanghai, so much so, in fact that the genial "Pam" will probably be able to boast here of a record season in the north if he favours us with another visit ere he returns to "India's coral strand." Mr. Clifford Willard did wonder when he was here a couple of years ago, but his brother Pemberton can go one better and "see" him all the time.

MIN YANG WEAN, Korean Ambassador to attend the coronation of the Tsar of Russia, and his suite left Yokohama by the *Empress of China* on the 17th for Vancouver. They arrived at Yokohama on 16th April and immediately proceeded to Tokyo, where they visited the Russian Charge d'Affaires, and were entertained by him at dinner on the evening of their arrival. They spent the night in the Korean Legation.

OUR (Shanghai Mercury's) local contemporary, the *N.C. Daily News*, states that "the author of the new Chinese Postal Scheme is Mr. Corsten, civil engineer of Nanking and Shanghai." We feel certain that this gentleman would not wish it to be thought that he was the "real author" of the scheme, although we have no doubt that he may have re-opened the question with Chang Chih-ling in August last. It is a notorious fact that Mr. H. Kopsch was appointed Postal Commissioner in 1895. This gentleman was last year at Nanking and discussed the whole matter with Chang Chih-ling. In the *Despatch*, issued by the I.M. Customs, we find the following, written by Mr. H. F. Merrill in 1897, when he was Commissioner of Customs at Ningpo:—"While China has not yet inaugurated a national post office, it does not seem rash to prophesy the establishment of such an institution within a few years, and its establishment, when it comes, will be due largely to the work of the former Taotai, Hsieh Fuch'ang, and Mr. Commissioner Kopsch, initiated and carried out at Ningpo under the directions of the Inspector-General. The Customs Postal Department, while serving a useful purpose, at some ports more than others, falls far short of the functions of a recognized national office. The steps taken by Mr. Kopsch, had for their object the development of this department into a national office, to be conducted as an adjunct to the Customs Service, as at present, but with a special office and staff at Shanghai. With much patient labour and study during the years 1884-86, Mr. Kopsch drew up in detail plans embracing the establishment and administration of a national post office with all the functions of the fully-developed post office of the day, the absorption of the work of the various foreign post offices now existing in China, the recognition abroad of China's postage stamps, and the ultimate admission of China into the Postal Union, if deemed advisable. These plans, which were approved by the high Chinese authorities, encountered some opposition amongst the foreign mercantile community in Shanghai, and this and the pressure of more urgent business caused them to be laid aside for the time being."

### THE POLO TOURNAMENT.

Yesterday afternoon, in delightful weather, the goal of the Polo Tournament was played between Capt. Loveband's team and Capt. Eberly's team, which were composed as follows:—  
Capt. Loveband.....back Capt. Eberly.....back  
Capt. Nugent.....3 Lieut. Digby.....3  
Mr. Greville.....3 Lieut. Grayson.....3  
Mr. Crickham.....1 Mr. Capt. Eberly.....1

There was a large attendance that usual, among those present being H.E. the Governor, Major-General and Mrs. Black, the Commodore and Mrs. Boyce, and many others, all eager to see the result.  
After a very pretty game the match resulted in favour of Captain Loveband's team by three goals to two. Mrs. Black presented the Cup to Captain Crickham, who as youngest member of the winning team was deputed to receive it, amidst very hearty applause.

### LAWN TENNIS TOURNAMENT.

YESTERDAY'S TIES.  
Championship—Knox beat Slade—4-6, 6-6, 6-6, 6-2.  
Double Handicap—Maucl and Shelton, one 15, beat Deacon and Hume, receive 15—5-7, 6-6, 6-0.  
A Class Single Handicap—Firth, one 30, beat Ferguson, scratch—6-3, 36, 6-0.  
Professional Pair—Murray and Galt (lawyers) beat Brown and Medley (merchants)—6-3, 6-4, 6-2.

### COMMERCIAL CHAOS IN FORMOSA.

In view of the recently issued regulations governing the sugar and camphor trades in Formosa, as published in these columns last week, and the semi-official contradiction of the reports of harsh measures having been adopted, which were reproduced from the *Yokohama Mail* in a recent issue, a representative of the *Hongkong Telegraph* was granted an interview with a merchant largely interested in South Formosa, from whom the following information was gleaned. The first point touched upon was the explanations in the *Yokohama Mail*, which brought forth the following account of the history of the trade before and after the Japanese occupation:—

### CAMPOR AND THE JAPANESE.

When the camphor trade was first opened up in South Formosa, in 1889 and 1890, the forests were in the territory occupied by the savages, and consequently not under the control of the Chinese Authorities. The merchants, all but one of whom were British, had to begin operations by buying the savages off, with presents and money, so that their employees might work in their districts. This in some cases cost as high as \$20,000 before a still could be erected. When, after these preliminaries, camphor was produced, the only thing required by the Chinese officials was that we should take out transit passes, through the Consul, to cover our camphor whilst being conveyed to the seaports. Later on the Chinese Authorities imposed a tax, which was farmed out, and a duty of \$8 per picul was collected at the stills by the farmers. We were not required to have any licence or title deeds for the simple reason that the authorities were not in a position to grant us any. We had practically purchased the land from the savages over whom the Chinese had no way. So it happened that during the troubles resulting in Formosa being turned over to Japan our business was in no way interfered with. When the Japanese assumed charge the Governor-General, by proclamation, notified that all existing rights would be respected, and for a time our trade in camphor went on as before. During January and early in February, however, we were informed by our Chinese employees that notices were posted up, in Chinese, stating that licences were required, but upon making inquiries of the British Consul we were informed that he had no such notice and that we could continue with our work until he was notified. About the 18th February our representatives were told by the Japanese officials that it was necessary for us to send in the list of our districts, stills, number of workmen employed, amount advanced and various points which required to be dealt with through the Consul, who, however, had received no such notification. On the 23rd February, without the slightest notice, the entire production of camphor was stopped by the Japanese, and our stills (huts) were allowed to cool. When we received word of this from our Chinese agent by telegram, we protested through Her Majesty's Consul against this action. The Japanese Governor answered then, and has continued to hold that "no one in South Formosa had any right to manufacture camphor," and that "he would recognize no British claims in South Formosa." This is the attitude now maintained by the Japanese authorities on the island. Shortly after the promulgation of this decree several of the compradors, all in British employ, were arrested on charges of breaking the regulations relating to camphor, and bail was absolutely refused them, though the British Consul applied for it personally. They were kept under arrest for several days, and then released on paying a fine of \$300 each, without even the form of a trial, and the Consul has never been able to receive any explanation of the charge on which they were arrested. Early this month the camphor regulations lately published in the *Telegraph* were issued, and it appears that, after getting titles from the Japanese to our own lands, bought dearly and sometimes at the cost of human life, if they will grant it, we can, upon paying the various license fees, recommence operations. But in addition to the tax of \$10 per picul, the license fees will be a very great drag on the trade. About the middle of this month word was brought from Chikich that a syndicate, composed of Japanese officials and a couple of Chinese compradors, had been formed, and that they were buying the camphor distilled at our works, by our men, and sending it out of the country surreptitiously. These officials are ruining our chances by saying to the Chinese "The British are respected for their past power, but they are no one now and can give you no aid. We alone can assist you." How is this coming from officials?

### THE NEW TAXES.

There is another point that has escaped notice by those outside of Formosa, and that is the new taxes imposed on camphor and sugar. These taxes, \$10 a picul on camphor and 25 cents and 30 cents a picul on white and brown sugar respectively, are additional to the treaty duties, and are actually *new* taxes. The Japanese deny this, calling them "taxes on production," but their effect is the same. We have to pay these extra taxes at the place of production, and again on shipment the treaty tax. In the case of sugar, most of which goes to Japan, we have to back up our duties on the production of documents proving that the sugar has been landed in Japan, but in the case of camphor, all of which comes to Hongkong, we get no return. This new tax will fall heavily upon the exporters this season, and will almost certainly greatly curtail the production next season, as the exporters will not be able to buy the crop at the same price as this year, and the growers barely get enough to pay them now. As for camphor, even if the foreigners are allowed to compete in the trade, it will reduce very greatly the cost. In addition to this direct tax the license fees exacted will amount to a great sum, if, as the Japanese assert, every coolie, on the farm, in the mill, on the road and at the ports engaged in handling the stuff must be provided with a license for which he must pay 30 cents. We ourselves have several thousand coolies more or less constantly employed in our various works all over the island.

### SYNTHETIC PRODUCTION OF JAPANESE.

When asked for his opinion as to the prospects for designers now in Formosa concerning in trade, our informant said they were very depressing. The settled plan of the Japanese, since their very first appearance seems to have been to lower them in the eyes of the Chinese. Their action respecting the arrested compradors was instanced as an example. Chinese employees are constantly arrested inside foreigner's houses, their masters' bail or security being in every case refused, even though, as has happened, the prisoners were released in a few hours after their own recognitions. On one occasion a foreigner who had crossed a stream where he had a full right to do so was not allowed to land, but was sent back by Japanese *gendarmes* and the defiance of the Chinese speculators. Even Her Majesty's Consuls are treated with but scant courtesy, and no attention is paid to their protests by any of the local officials. The settled opinion amongst the foreigners now in Formosa is that they are to be treated as far as possible in the eyes of the Chinese, their lands included, with as little respect as possible, and that, if not by these means, the loss of the country, some protest will be driven off that consideration.

### VICTORIA ENGLISH SCHOOL PRIZE DISTRIBUTION.

The annual prize distribution of the Victoria English School was held in the City Hall this morning. Among those present were His Excellency the Governor, Hon. E. R. and Mrs. Bellillo, Captain Stirling, A.D.C., the head and assistant masters of the school, and a large number of friends and parents of the scholars. A number of drawings and samples of the needle work of the pupils were displayed in the corridor leading to the Hall, these receiving a large share of attention.

The proceedings were opened, on the arrival of His Excellency, by the scholars singing the National Anthem, after which a short programme of singing and piano-forte playing was given. This was brought to conclusion with a cantata "Old Father Time and his Children" which was a most pleasing performance, and reflected great credit upon the teachers for the thoroughness of their instruction and the pupils for the care and attention which enabled them to so creditably carry out their task.

At the conclusion of this performance Mr. Braidwood read the annual report of the school, as follows:—

Your Excellency, ladies and gentlemen; to-day I have the honour of laying before you the report of the Victoria English Schools for the year ending 31st December 1895. In the early part of the year the prospects of a good report were anything but encouraging owing to the amount of sickness in the Colony, but as time went on circumstances improved and the facilities for doing good work increased. The number of pupils enrolled during the year was 219, viz.—152 boys and 67 girls. The average attendance for the year was, as nearly as possible 134, which I find by comparison is slightly above the average for 1893, but there is a marked difference in the nationality of the children. The number of English children is gradually increasing while the Chinese are decreasing in a corresponding ratio. The school is steadily asserting its character as an English school. At the annual examination in December 99 pupils were presented—the others not having made the requisite number of attendances—and the pass over all was 91 per cent. The girls as usual led the way with 100 per cent. in all the ordinary subjects. In the Boys' School the papers in Arithmetic were exceptionally difficult and as a consequence a greater number than usual came to grief. A special word of praise is due to the boys of Standard VII. The pupils of this class were examined in eleven subjects—seven ordinary and four special—in ten of the subjects there were no failures and in the remaining subject—Euclid—only two. Dr. Eitel says of this class that the Algebra papers were very good. The paper on the special subject—Science, Euclid, Algebra and Physical Geography—were very much ahead of anything that has been done in former years, the pass being over 92 per cent. In the Oxford Local Examination our results were better than in any previous year. There were in all twelve passes:—one senior, five junior and six preliminary. Of these three were girls—one junior and two preliminary. The last examination in connection with the Bellillo Trust was held in December 1894, and although no official report has been issued, I understand that in the English Division for girls the first three prizes have fallen to three of our girls, viz.—(1) Laura Botelho, (2) Bella Henderson, (3) Laura Sousa. Thus for the fifth year in succession the top prize in this competition has fallen to this school. It is to be regretted that owing to delay in publishing the report this once popular examination has been robbed of much of its interest. Last year I proposed to start a circulating library for the use of the scholars. The teachers and pupils remember with gratitude that your Excellency was the first donor. The library has been a conspicuous success and managed by themselves has been a source of instruction and delight to many of the children. There are now about 200 volumes in the library and we shall be pleased to receive others from any of our friends. The results of the examination testify to the good work done by the staff during the year. There are now five English teachers at the school. Pupils learning the Classics are now taught by the late governors, Miss Lawrence, who holds the Senior Certificate for Piano-forte playing, Trinity College, London, and has taken honours in Harmony. It is proposed to open a class for Oil Painting as soon as the necessary materials arrive from England. Our warmest thanks are due to the following gentlemen who have generously contributed to the Prize Fund:—Hon. E. R. Bellillo, C.M.G.; T. Jackson, Esq.; N. A. Slade, Esq.; A. G. Romano, Esq.; J. de Navarro, Esq.; D. Morse, Esq.; J. McCallum, Esq.; D. W. Smith, Esq.; A. Ross, Esq.; D. Wood, Esq.; J. M. Bass, Esq.; W. G. Humphreys, Esq., and others.

At the conclusion of the reading of this report the Head-master read out the names of the various prize winners, to each of whom his Excellency handed the token which was to record their success, addressing a few suitable words to each recipient.  
His Excellency then said:—Ladies and gentlemen, having performed the very pleasant duty of presenting prizes to the successful pupils during the past year, it is now my duty to read a few words respecting the scholars of the Victoria English School. In the first place, let me say I am very glad to see so very large an attendance here of parents and relatives, which shows the interest felt by the general public in the results attained by the scholars in this school. Strictly speaking this Victoria English School is a private venture school, but as it is not conducted strictly for profit it comes under the grant-in-aid system. You have just heard Mr. Braidwood read his report (of which he was kind enough to send me a copy) which is very satisfactory indeed, so satisfactory and so full that it leaves me very little more to say except that the school under the masters and mistresses attained a very great success during the last year. (Applause.) I think I am justified in saying that if no undue cramming has been done and if the weak girls have not been held back from examination the success attained has been most remarkable and I may say, if the examinations have been carried out as I have said, as I am informed they have been, the result shows Mrs. Braidwood to be one of the most, if not the most, effective teachers in the Colony, and her scholars are probably the best taught scholars in Hongkong. (Applause.) The boys are also entitled to great praise. In Mr. Braidwood's statement you will see that in Science, Euclid and Physical Geography the boys' papers were most excellent and that this series with a report I have just from Dr. Eitel on the subject. The scholars last year won over \$600 and the scholars numbered 219. Mr. Braidwood states that as usual the girls lead the way with 100 per cent. on nearly every subject. I hope this will not cause the boys to be cast down, but will make them work to catch and pass the girls, as they will in time. I am a great advocate of education in women. There is nothing I like better to see than a well educated woman. But there are other things that a woman should also learn. I regard the "new women" as an aberration. The great object should be to make herself the better able to fulfil the duties of a daughter, sister, wife or mother, and this is not inconsistent with the acquisition







## Intimations.

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, AND CLOCK-  
MAKERS, JEWELLERS, SILVER-  
SMITHS, AND OPTICIANS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for the London and Antwerp  
awarded the highest Prize at every Exhibition,  
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CELEBRATED OPERA GLASSES.  
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## LEVY HERMANOS.

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SHANGHAI, MANILA, ILOILO AND PARIS.  
JEWELLERY, DIAMONDS, WATCH,  
CHRONOMETER & CLOCKMAKERS  
Also  
GENERAL IMPORT & EXPORT.  
10, QUEEN'S ROAD CENTRAL  
Opposite the Telegraph Office.  
[41]

**G. FALCONER & CO.,**  
WATCH AND CHRONOMETER MANU-  
FACTURERS AND JEWELLERS.  
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## TO SHIPMASTERS.

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WATER is the cause of much sickness on  
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We are the only Water-Boat Company in  
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STEAM WATER-BOT CO.,  
15, PRINCE CENTRAL.  
Hongkong, 7th October, 1895. [36]



Sweet Scents from flowers.  
RIGAUD'S WHITE VIOLETS.  
RIGAUD'S WHITE ROSE.  
RIGAUD'S WHITE JASMIN.  
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RIGAUD &amp; Co., Parfumeurs, Paris.



**"SANITAS"**  
DISINFECTING  
POWDER

DIRECTIONS FOR USE:  
"SANITAS" POWDER is non-  
poisonous and fragrant, and  
generates by slow evaporation,  
the active, oxygenated and aromatic  
healthful vapours of Pine and Eucalypti  
the Forests.

1.-Place in saucers about the room.  
2.-Keep about a table-spoonful in  
all chambers, closets, and in every  
other place where people congregate.  
3.-Keep a tin for use in every closet.  
4.-Sprinkle it over all drains twice a  
week.  
5.-Place about a table-spoonful in all  
apartments.  
6.-Sprinkle it freely about stables,  
kitchens, cow-sheds, pig-sties, poultry  
houses, rabbit-houses, ferns, yards,  
market places, factories, urinals, ash  
bins, &c.  
7.-For disinfecting walls, ceilings,  
cottons, and linens, mix with water and  
sprinkle the powder into a wash or milk  
in the form of a spray.  
8.-Use it for scrubbing the floors of  
hospitals and workhouses, and the  
decks of ships.

PRICE OF THIS TIN,  
1/-

THE SANITAS CO., LTD.,  
THREE GOLD LANE,  
ENTRANCE DOOR, LONDON, E.

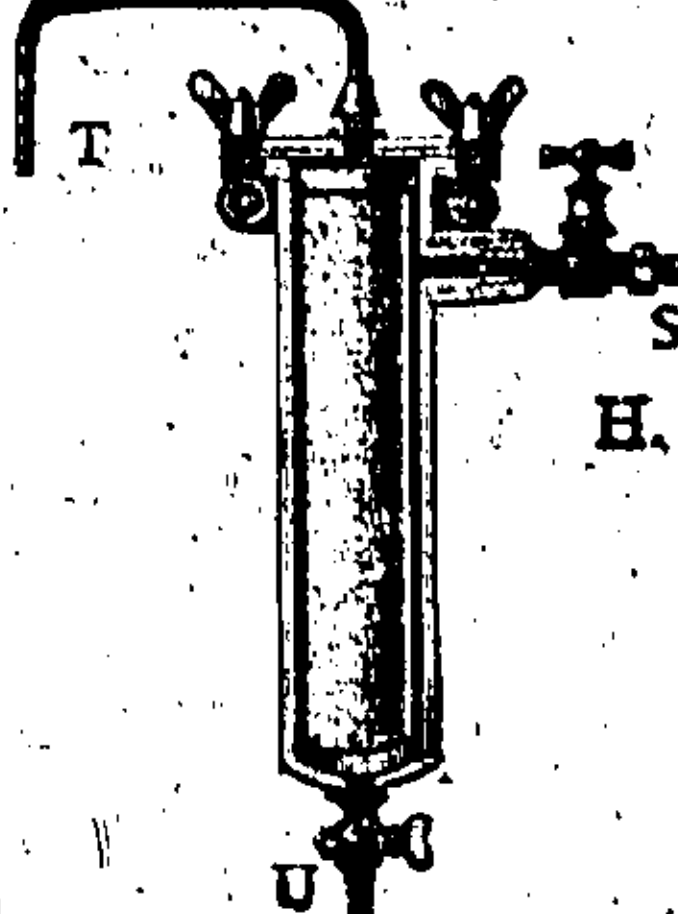
## NOTICE.

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or members  
of the Crews of the following Vessels during  
their stay in Hongkong Harbour:  
ARVILL, Brit. str., Ward-Dodwell, Carill & Co.  
ASLOW, Brit. str., Murray-Shewna & Co.  
COLORADO, Amer. bk., Jones-Ordes.  
ESMERALDA, Brit. str., Hartley-Ordes.  
FORMOSA, Brit. bk., Orloff-Melchers & Co.  
GORDON, Ger. str., Piper-Wiles & Co.  
LUCY A. NICKLES, Amer. str., Nichols-Reuter,  
Brooklynmen & Co.  
NORON, Ger. str., Platt-Slemmen & Co.  
SEBASTIAN BACH, Brit. bk., Hansen-Martin.  
TAM O'SHANTER, Amer. str., Penbody-Captain.  
VELOCITY, Brit. bk., Martin-Chalmers.

## Intimations.

## ENJOY IMMUNITY

from much Sickness and Suffering by having all your  
Drinking and Cooking Water Filtered through



## THE BERKEFELD FILTER

AND  
GERM PROOF  
FILTERING  
FILMS.  
Write for  
Opinions of the Press,  
Medical  
Experts and Patrons.

SIMPLE, EFFICIENT, RAPID AND EASILY CLEANED.

WATKINS &amp; CO.,

SOLE AGENTS,  
[5] APOTHECARIES' HALL, 65, Queen's Road Central.

SOCIETE FRANÇAISE DES EXPLOSIFS, 7, RUE DE L'ILLY, PARIS.

## DYNAMITE

No. 1 Blasting Gelatine,  
No. 3 Dynamite,  
Gelatin Dynamite,  
Gellignite,  
Detonators,  
and all necessary appliances  
can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to Messrs. DODWELL, CARILL & Co., Hongkong.  
Agents for M. OPPENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR TIENSIN.

THE Steamship

"NANCHANG,"  
Captain Finlayson, will be despatched on  
THURSDAY, the 25th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st April, 1896. [656]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"  
Captain Towell, will be despatched as above  
on FRIDAY, the 1st May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th April, 1896. [687]

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON,  
VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"  
Captain Jones, will be despatched as above  
on or about FRIDAY the 1st May.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 15th April, 1896. [690]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PALAMED,"  
Captain Williams, will be despatched as above  
on SATURDAY, the 2nd May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st April, 1896. [710]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"  
R. Innes, Commander, will be despatched on  
MONDAY, the 4th May, at 3 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engine. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th April, 1896. [688]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"COWRIE,"  
Captain Parson, will be despatched as above  
on or about TUESDAY, the 5th May.  
For Freight or Passage, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 20th April, 1896. [689]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE,"  
Captain Davies, R.N.R., will be despatched for  
the above Port on or about THURSDAY, the  
7th May, instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 17th April, 1896. [691]

JAVA, CHINA JAPAN LINE OF  
STEAMERS.UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.PROPOSED SAILINGS.  
(Subject to Alteration.)JAVA, HONGKONG, YOKOHAMA, KOBE,  
AMOI, HONGKONG, SINGAPORE,  
JAVA.

FROM HONGKONG.

S.S. Carillon ..... To JAPAN ..... 1 April.  
S.S. Federation ..... To JAPAN ..... 1 May.  
S.S. Germania ..... To JAPAN ..... 1 June.  
S.S. Federation ..... To JAPAN ..... 1 April.  
S.S. Germania ..... To JAPAN ..... 1 May.  
S.S. Carillon ..... To JAPAN ..... 1 June.

General Agents for China & Japan,  
LAURE, WEGENER & Co.  
Hongkong, 10th April, 1896. [692]

## Shipping.

## STEAMERS.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"DARIUS,"  
Captain Curry, will be despatched for the above  
Ports TO-MORROW, the 26th instant, at  
Daylight.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 25th April, 1896. [704]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above  
Port TO-MORROW, the 26th instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LA FRAIK & Co.,  
General Managers.  
Hongkong, 25th April, 1896. [717]

FOR CHEFOO AND TIENSIN.

THE Steamship

"SKULD,"  
Captain Raten, will be despatched for the above  
Ports on MONDAY, the 27th instant, at 5 P.M.  
For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 22nd April, 1896. [691]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"CHELYDRA,"  
Captain R. Cass, will be despatched as above  
on TUESDAY, the 28th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 22nd April, 1896. [711]

FOR SHANGHAI.

THE Steamship

"FEIYANG,"  
Captain Th. Lehmann, will be despatched for  
the above Port on TUESDAY, the 28th instant,  
at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, 24th April, 1896. [722]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"CENTAUR,"  
Captain Williams, will be despatched on  
TUESDAY, the 28th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th April, 1896. [707]

"MOGUL" LINE OF STEAMERS.

FOR NAGASAKI AND KOBE.

THE Steamship

"SIRK,"  
Captain Rowley, will be despatched for the above  
Ports on WEDNESDAY, the 29th instant, at  
Daylight.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 24th April, 1896. [692]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"  
Falcon, Master, will load here for the above Port,  
and will have quick despatch.  
For Freight, apply to  
SHEWAN & Co.,  
Agents.  
Hongkong, 18th February, 1896. [356]

FOR NEW YORK.

THE 100 A. L. American Iron Ship

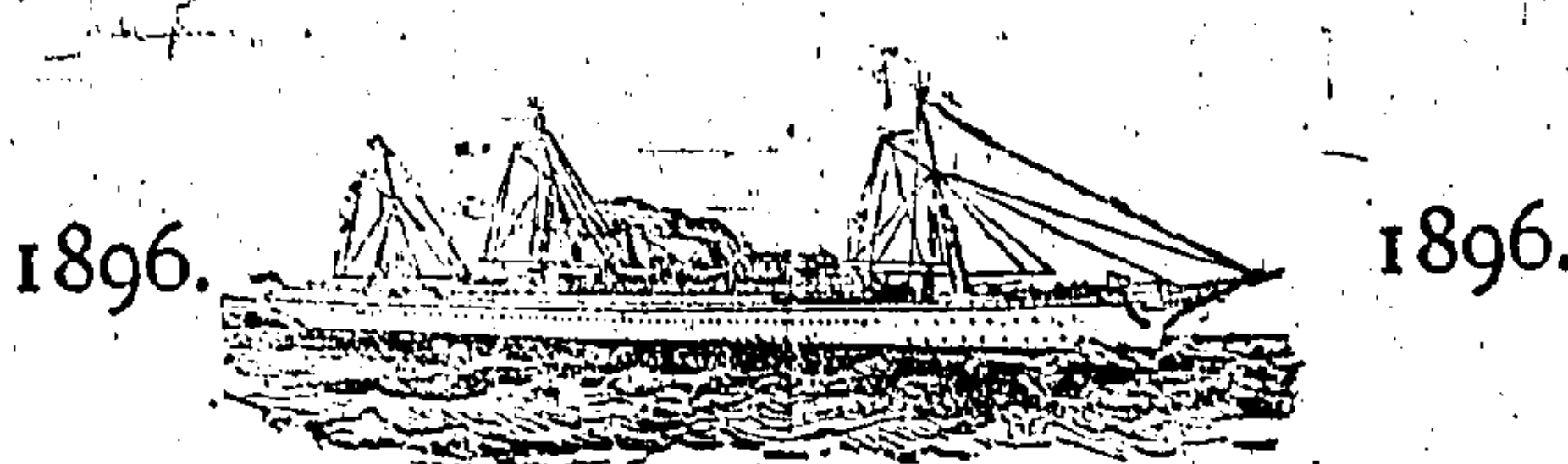
"T. F. OAKER,"  
E. W. Reed, Master, shortly expected from the  
North, will load here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 27th February, 1896. [445]

FOR NEW YORK.

THE 1/2 L.L. American Ship

"TAM O'SHANTER,"  
Falcon, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 16th March, 1896. [694]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 25th April.  
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 25th May.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,  
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Peking's Street. [3]

Hongkong, 8th April, 1896.

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) ..... Wednesday, 13th May,  
at Noon.  
Galle (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) ..... Saturday, 30th May,  
at Noon.  
Doric (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) ..... Tuesday, 16th June,  
at Noon.

THE Company's Steamship

"COPTIC"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA AND  
YOKOHAMA, on WEDNESDAY, the 13th  
May, 1896, at Noon. Connection being made  
at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embar-  
king at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until Five P.M. the day  
previous to sailing.

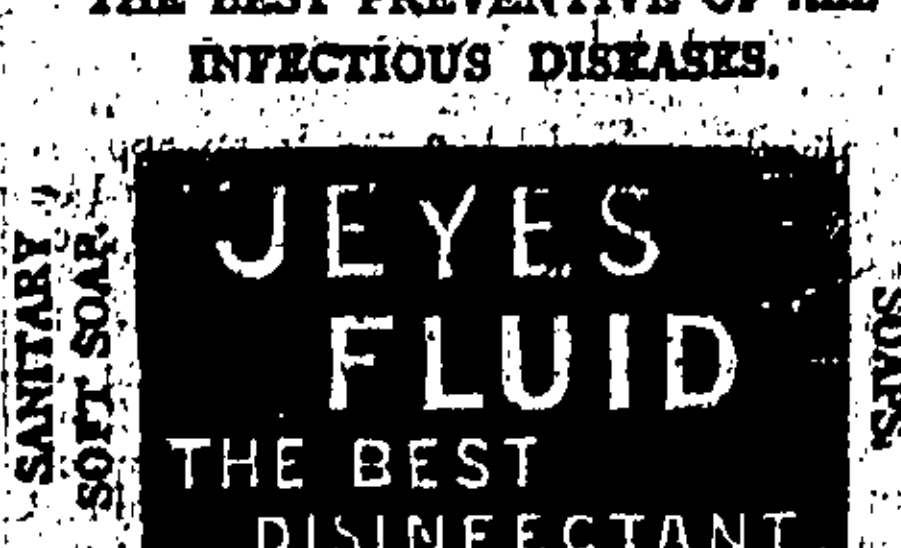
Consular Invoices to accompany Cargo de-  
stined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th April, 1896.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 26th March, 1896. [695]

## Mails.

NORDDEUTSCHER LLOYD.  
NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Sachsen ..... Tuesday ..... 28th April.  
Karlshafen ..... Tuesday ..... 26th May.  
Prins Heinrich ..... Tuesday ..... 23rd June.  
Prinsessen ..... Tuesday ..... 21st July.  
Sachsen ..... Tuesday ..... 18th August.  
Karlshafen ..... Tuesday ..... 15th Sept.  
Prins Heinrich ..... Tuesday ..... 13th Oct.  
Prinsessen ..... Tuesday ..... 10th Nov.

ON TUESDAY, the 28th day of April,  
1896, at 9 A.M., the Company's Steamship  
"SACHSEN," Captain H. Supper, with  
MAILS, PASSENGERS, SPECIE AND CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.

Shipping Orders will be granted till NOON on  
SATURDAY, the 25th April. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 27th April, and Parcels will be received at  
the Agency's Office until NOON on MONDAY,  
27th April. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
£2.50 and Parcels should not exceed Two Feet  
Cubic in Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.

Linens can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents. [600]

Hongkong, 4th April, 1896.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR and  
EASTERN CITIES OF THE UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$200.  
Excellent accommodation. First-class Table.  
DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK \$150.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY AND CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.

(Subject to Alteration.)

Victoria ..... 1,167 | Friday ..... May 1.  
Olympia ..... 2,608 | Monday ..... May 18.  
Strathmore ..... 2,419 | Friday ..... June 5.  
Tacoma ..... 2,542 | Tuesday ..... June 23.  
Victoria ..... 3,167 | Saturday ..... July 11.  
Olympia ..... 2,608 | Wednesday ..... July 29.

THE Steamship

"VICTORIA,"  
Captain J. Patton, R.N.R., sailing at Noon, on  
FRIDAY, the 1st May, will  
VICTORIA, B.C., and TACOMA, Wash., via  
MOI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address  
marked in full) by 5 P.M. on the day previous to  
sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARILL & Co.,  
General Agents.  
Hongkong, 22nd April, 1896. [696]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, LONDON AND LONDON.  
Through Bills of Lading issued for BARATIA,  
PERSIAN GULF, CONTINENTAL AND  
AMERICAN PORTS.

THE Steamship

"PEKIN,"  
Captain J. F. Johnson, carrying Her Majesty's  
Mails, will be despatched from